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SUBJECT Jet Aircraft Production in Airframe Plant No. 31, Tbilisi. NO. OF PAGES 2

PLACE ACQUIRED 25X1 NO. OF ENCLS. 1 (LISTED BELOW)

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THIS IS UNEVALUATED INFORMATION

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1. The production of two-seat jet aircraft, very similar to the previously produced one-place jet fighter, was started in November/ December 1947.
2. Descriptive data of the two-place type (see sketch):
 - a. Nose wheel: Lower half retracting to the rear. Its protective flaps, which formed a small bulge below the jet when closed, could be clearly seen on the right and left side when nose wheel was released.
 - b. Armament: Four openings around jet air intake for two guns and two machine guns. One opening, supposedly for machine gun, in each of the leading edges of the wings. As source found cartridges near the target range, he was able to state the caliber of the weapons, the gun being 20 mm, the machine gun 7.9 mm.
 - c. Antenna: Antenna rod, 50 cm long, in an angle of about 60 degrees aft of cabin on its right side as seen from the front. From this rod an antenna extended to the rudder assembly.
 - d. Paint: All aircraft types were first given a yellow coat of paint, which was then rubbed and covered with bluish-gray paint. Source did not know whether they were primed before this. The planes had the Soviet Star emblem in red with white borders.
 - e. Model designation: Yak plus a figure which source did not exactly recall but the first and second digits of which may have been fours.
3. Another source stated for March 1948:
 - a. Production figure: 3 to 4 planes per day
 - b. Turbo-jet units were supplied from Moscow and aircraft tires from Yaroslavl, according to Soviet statements.

Comment:

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The model designation of the one-place type may be Yak-15. The model designation of the two-place type equipped with a nose wheel is unknown.

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The latter type was reportedly in mass production from the Summer to the Winter of 1947. A previous report gave Yak-24 as model designation of the two-place type,* but this has not yet been confirmed. The statement that the new-type was designated as Yak plus an unidentified number (44?) is doubted. This designation is believed to be the current factory number. The reported delivery of turbo-jet units from Moscow and aircraft tires from Yaroslavl is considered correct.

1 ANNEX: Jet Aircraft Observed in Airframe Plant No 31, Tbilis

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